

# West Coast Mainline December 2022 Timetable changes by route

*In collaboration with:*



West  
Midlands  
Trains



# Executive Summary

Rail plays a vital role in bringing together people, places, and opportunities. As we recover from Covid-19 and support the Government's agenda to level up the economy and build a more sustainable and prosperous future, our task is more important than ever. The December 2022 timetable helps deliver recovery and growth for our customers and UK plc.

It is the product of two years of collaboration, between train and freight operators, ORR, Network Rail, user groups and regional authorities. Together, we have sought to balance different interests in the most effective way we can, creating a timetable that delivers excellent connectivity for the customers and communities that we serve whilst being cost effective and providing value for money for taxpayers.

It delivers more stops, more services, and new greener trains. It sets the industry on a stable footing that creates a pathway to drive regional growth, as well as to build for a high speed railway. It provides a structure that enables services provision to respond to how people are using services post-covid.

In the pages that follow, we have provided a detailed view of specific route changes from Avanti West Coast, West Midlands Trains, and the West Midlands Grand Railway Collaboration. Route changes have been developed collaboratively to support customers as they travel across different operators.

As always, we welcome and encourage your questions through your normal engagement channels.

# Avanti West Coast

AVANTI  
WEST COAST

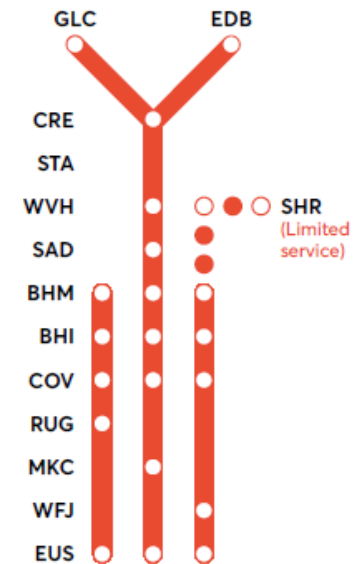


# Euston - West Midlands - North West & Scotland

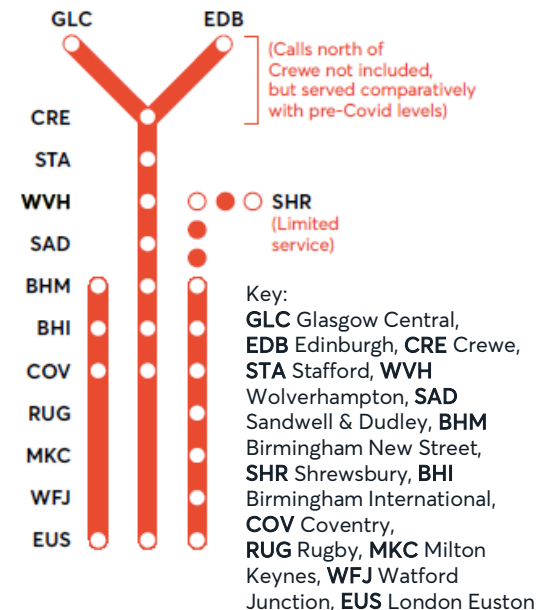
## What will this mean?

- Consistent half-hourly fast service between London Euston and the West Midlands, operated with refurbished Pendolinos. By removing stops south of Coventry, the fastest journey times between London and Birmingham will be 1 hour 16 minutes.
- The third Birmingham service will call at Watford Junction, Milton Keynes and Rugby, operated with new Hitachi trains. This supports reduced journey times on these intermediate flows and improved interchange with other rail services.
- Improves connectivity on the southern section of the West Coast Main Line.
- More seats, and changes to the service pattern means passengers provides a more comfortable journey whether travelling between London Euston and the West Midlands or boarding and alighting at intermediate stations.
- Hourly services between Birmingham, the North West and Scotland will call additionally at Stafford and a new hourly direct service from Stafford to the North West and Scotland will be introduced.
- Services between Birmingham and Scotland will be operated with refurbished Pendolinos providing additional seats, and five-car Voyagers will no longer be used on this route.
- Reduced service interval in Avanti West Coast services between Birmingham and Milton Keynes in the morning peak.
- We will not offer direct services to Walsall. We have explored the feasibility of extending services to include stops at Walsall and concluded that the likely negative impact on performance, and retiming to local services outweigh customer benefits.
- The platform length and track layout at Walsall limits rolling stock options and requires the splitting and joining of trains at Birmingham New Street or Wolverhampton. Customers will continue to interchange with WMT services, providing a more resilient timetable in the West Midlands.

Pre-Covid standard pattern



Proposed December 2022 standard pattern



# Euston & West Midlands - Chester & North Wales

## What will this mean?

- Decarbonisation of services to and from North Wales through deployment of new bi-mode Hitachi trains.
- There are over 40 additional seats on each five-car Hitachi Class 805 train compared with the Class 221 Voyager trains that they replace.
- Calls at Stafford instead of Milton Keynes, with the Milton Keynes call moved to the Liverpool service. This is to better match demand from passengers travelling shorter distances between London Euston and Milton Keynes with seating capacity across services, as well as to provide more evenly spread services between London Euston and Stafford in both directions.
- The service level west of Chester is expected to remain broadly the same as the timetable in place pre-Covid (December 2019), with some late afternoon and evening trains retimed to better meet demand for our services.
- Additional calls at Flint and Prestatyn.
- We will not be offering direct services to Llandudno. We have explored the feasibility of extending services to Llandudno and concluded that this is not deliverable. Network Rail has advised us that we will be unable to operate these additional services due to the safety risk associated with a level crossing and associated Sustrans cycle route south of Deganwy. Improved connectivity in future may be provided more effectively through collaborative work to support Transport for Wales's future timetable aspirations.
- Weekend improvements targeted to meet leisure demand on the route. This includes additional Saturday and Sunday services to and from London Euston / Holyhead (one additional service in each direction each day) and new weekend services introduced at Wrexham.
- N.B. We will not be offering direct services to Gobowen until December 2023, to coincide with major timetable changes in Wales

Pre-Covid standard pattern



Proposed December 2022 standard pattern



Key:

HDD Holyhead, **BNG** Bangor, **LLJ** Llandudno Junction, **CWB** Colwyn Bay, **RHL** Rhyl, **PRT** Prestatyn, **FLN** Flint, **CTR** Chester, **WRX** Wrexham General, **CRE** Crewe, **STA** Stafford, **MKC** Milton Keynes, **EUS** London Euston

# Euston - Stafford - Crewe - Liverpool

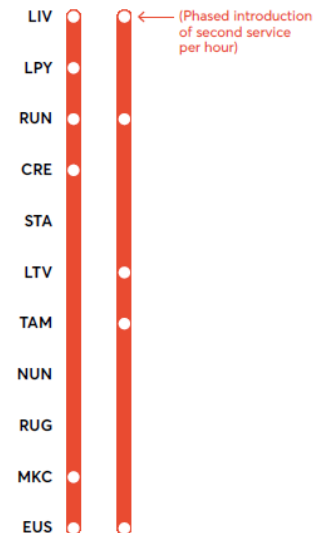
## What will this mean?

- Through the phased introduction of new services from December 2023, we plan to double the frequency of off-peak services to and from London Euston to two trains per hour. This will provide a boost to rail connectivity to and from the Liverpool City Region and help support economic growth.
- The investment in new Hitachi trains will enable us to provide Liverpool South Parkway with a new hourly service to and from London Euston. This will serve as a key gateway for the Liverpool City Region and offer surrounding areas with large residential populations easier access to our services.
- The new Liverpool service, with a phased introduction, will provide regular off-peak calls at Lichfield and Tamworth in intercity services to and from London and Liverpool for the first time. These are in addition to existing peak services.
- Liverpool services will no longer call at Stafford, which will be instead served by direct services to North Wales, Manchester and Scotland. Passengers travelling between Stafford and Liverpool will continue to have direct services operated by WMT.
- New direct off-peak services to and from Milton Keynes, to enhance leisure travel opportunities, support businesses, and promote modal shift from road to rail. The changes also enable more evenly spaced southbound departures from Milton Keynes throughout the day.

Pre-Covid standard pattern



Proposed December 2022 standard pattern



Key:

**LIV** Liverpool Lime Street, **LPY** Liverpool South Parkway, **RUN** Runcorn, **CRE** Crewe, **STA** Stafford, **LTV** Lichfield Trent Valley, **TAM** Tamworth, **NUN** Nuneaton, **RUG** Rugby, **MKC** Milton Keynes, **EUS** London Euston

# Euston - Manchester via Stoke-on-Trent or Crewe

## What will this mean?

- Three trains per hour at 20 minute intervals will be retained, operated with refurbished Pendolinos.
- Minor journey time extensions to facilitate additional calls at Rugby, Nuneaton, and Stafford.
- Additional calls at Rugby will double the frequency of services to London Euston. These stops will allow good connections for passengers travelling between Northampton and Manchester, linking one of the largest towns in England to one of the largest cities.
- Additional calls at Nuneaton will double the frequency of its services to London Euston and provide regular fast journey times of less than one hour. These calls will help grow the rail market to Manchester and facilitate access to the East Midlands, which will help to promote a modal shift to rail.
- The additional call at Stafford in an hourly Manchester service will help double the frequency of direct services to London Euston and ensure no reduction in seats when the other Stafford stop is transferred from the Liverpool service to the North Wales service.

Key:

**MAN** Manchester Piccadilly, **SPT** Stockport, **WLM** Wilmslow,  
**CRE** Crewe, **MAC** Macclesfield, **SOT** Stoke-on-Trent, **STA** Stafford,  
**NUN** Nuneaton, **RUG** Rugby, **MKC** Milton Keynes, **EUS** London Euston

Pre-Covid standard pattern



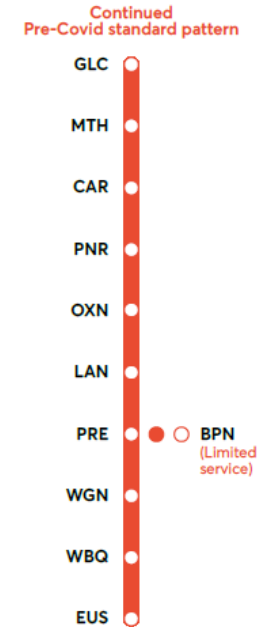
Proposed December 2022 standard pattern



# Euston - North West & Scotland

## What will this mean?

- The service levels to Scotland are expected to remain broadly the same as the pre-Covid, December 2019 timetable, with some minor changes to train paths to create additional capacity and improve resilience.
- We plan for eleven-car Pendolinos to be deployed on the vast majority of services.



Key:

**GLC** Glasgow Central, **MTH** Motherwell,  
**CAR** Carlisle, **PNR** Penrith, **OXN** Oxenholme,  
**LAN** Lancaster, **PRE** Preston, **BPN** Blackpool North,  
**WGN** Wigan North Western, **WBQ** Warrington  
Bank Quay, **RUG** Rugby, **EUS** London Euston





# West Midlands Trains

# Euston to Milton Keynes (Slow Lines) & Branches

## December 2022

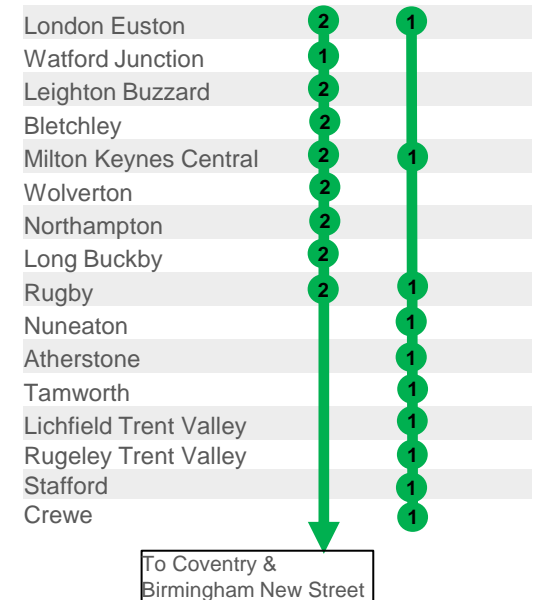
- All stations services (previously terminating at Tring) are extended to Milton Keynes
- Semi Fast services (previously terminating at Northampton / Milton Keynes) will terminate at Tring
- Complex peak pattern replaced by off peak service plus half hourly Tring additional
- 1tph Marston Vale
- 45 minute service Abbey Line during peak, hourly off peak

London Euston	2	2	
Harrow & Wealdstone	2	2	
Bushey	2		
Watford Junction	2	2	1
St Albans Abbey			1
Kings Langley	2		
Apsley	2		
Hemel Hempstead	2	2	
Berkhamsted	2	2	
Tring	2	2	
Cheddington	2		
Leighton Buzzard	2		
Bletchley	2		1
Bedford			1
Milton Keynes Central	2		

# Euston to Milton Keynes, Northampton, Birmingham and Crewe (Fast Lines)

## December 2022

- Trent Valley service in new Southbound path to enable it to form itself at Euston
- Additional AM peak Trent Valley service arriving between 07:00 and 08:00
- 2tph Birmingham-Northampton-Euston (30 minutes apart)
- Both Northampton services call at Milton Keynes, Bletchley, Leighton Buzzard, with one calling at Watford Junction
- One additional train per hour to Northampton during the peak



# Coventry Corridor

## December 2022

- 2tph Birmingham-Northampton-Euston (30 minutes apart) calling all stations between Birmingham International and Coventry
- 2tph Rugeley-Birmingham-Birmingham International (30 minutes apart) calling all stations between Stechford and Birmingham International with 1tph calling at Adderley Park
- 1tph Nuneaton-Coventry-Leamington Spa



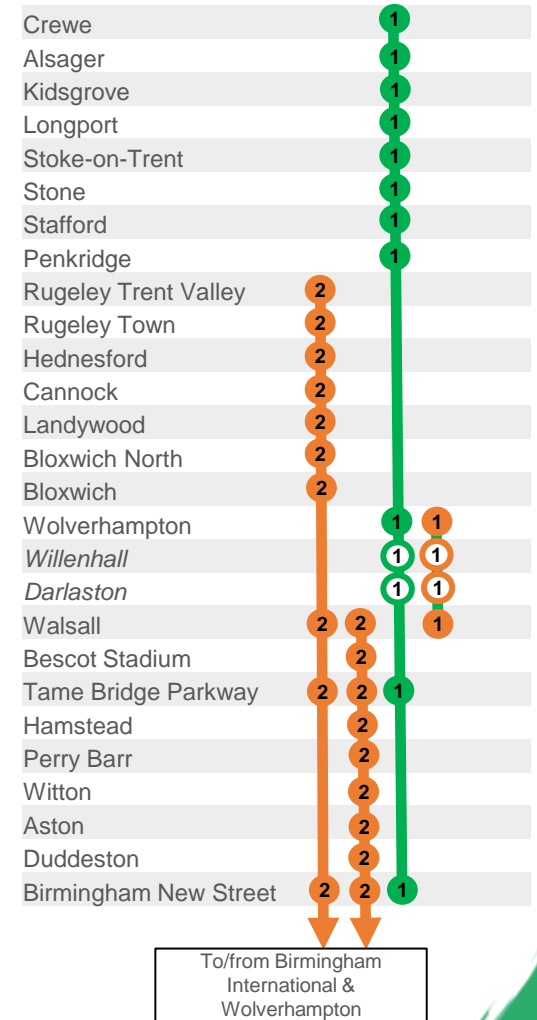
# Birmingham to Walsall, Rugeley and Crewe

## December 2022

- 2tph Walsall to/from local service linked to Wolverhampton local service
- 2tph Rugeley to/from Birmingham service linked to Birmingham International, twice an hour
- Walsall local and Rugeley services create a 15-minute pattern to Walsall.

## Future

- New hourly Wolverhampton-Walsall service once new stations at Willenhall & Darlaston open (expected December 2023)
- Birmingham-Crewe services will also call at Willenhall & Darlaston providing 2 trains per hour from the new stations



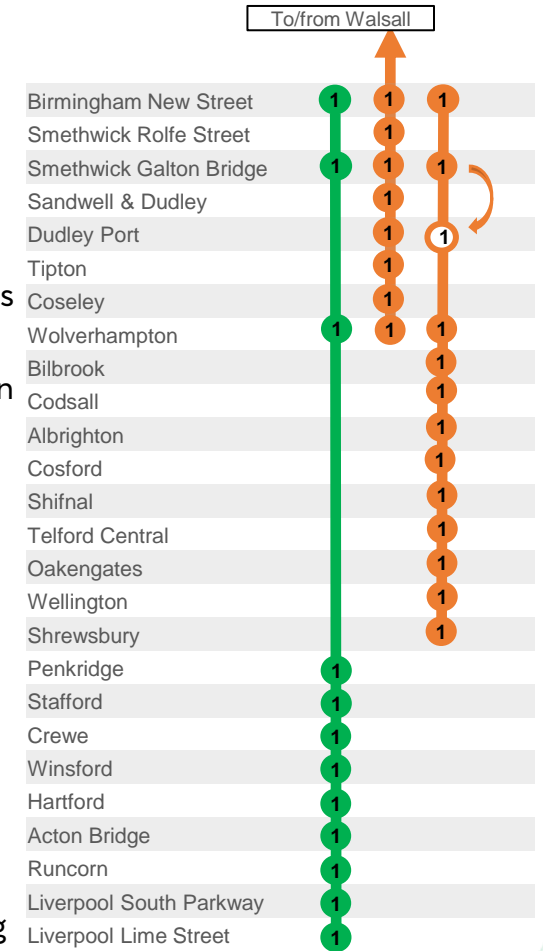
# Birmingham to Wolverhampton, Shrewsbury and Liverpool

## December 2022

- 1tph Shrewsbury to/from Birmingham. Services call at Smethwick Galton Bridge vice Sandwell & Dudley with peak additional. TfW service (generally 4 cars off-peak/6 cars peak) to call at Sandwell & Dudley giving improved spread of stops
- 1tph Liverpool to/from Birmingham. Services will continue to call at Smethwick Galton Bridge but not Coseley (as per Covid timetables)
- Daytime Avanti West Coast Euston-Shrewsbury direct service to be not re-introduced. Peak service will still operate
- No direct service to Birmingham International from Smethwick Galton Bridge
- New Class 196 diesel units phased into operation on Shrewsbury line

## Future

- Timetable structure allows for a return to 2tph on a 30-min pattern on both routes aligned to demand recovery
- Liverpool services to call at Dudley Port vice Smethwick Galton Bridge (change to be aligned to opening of Metro extension to Dudley & provision of 5-car Class 730 rolling stock)



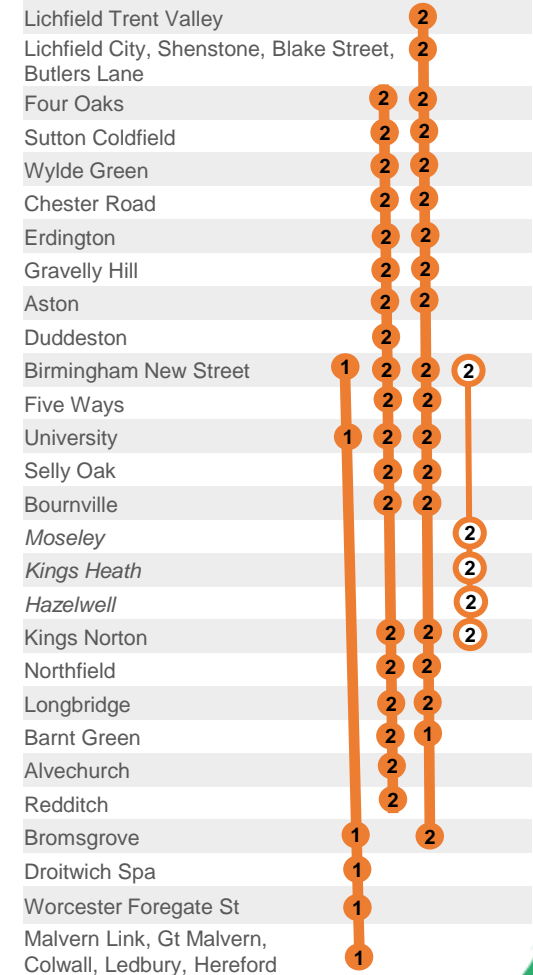
# Cross City and Hereford

## December 2022

- Revised timetable introduced in May 2022 changing timings, but retaining current (December 2021) 2tph frequency at Lichfield
- 4tph service continues to be operated by 6 car trains
- Hourly New Street to Hereford service with peak extra trains between Worcester and Birmingham New Street continues
- New Class 196 diesel units phased into service on Hereford Line

## Future

- New Class 730 electric trains being introduced in 2023 providing capacity uplift and allowing operation of 4tph to Lichfield
- Facilitates introduction of the Camp Hill line in South Birmingham from winter 2023 for new stations in Moseley, Kings Heath and Stirchley.



# Snow Hill Lines (May 2023)

## December 2022

- No significant change planned

## May 2023

- While remaining at 4tph a more robust timetable will be introduced
- Kidderminster terminating services become semi-fast
- Worcester terminating services become all stations
- 1tph Worcester terminator will be direct to Foregate Street, the other will terminate at Foregate Street via Shrub Hill
- Dorridge and Whitlocks End routes will be retimed to 30 minute intervals rather than 20/40
- Improved integration with Chiltern services giving improved service for Solihull

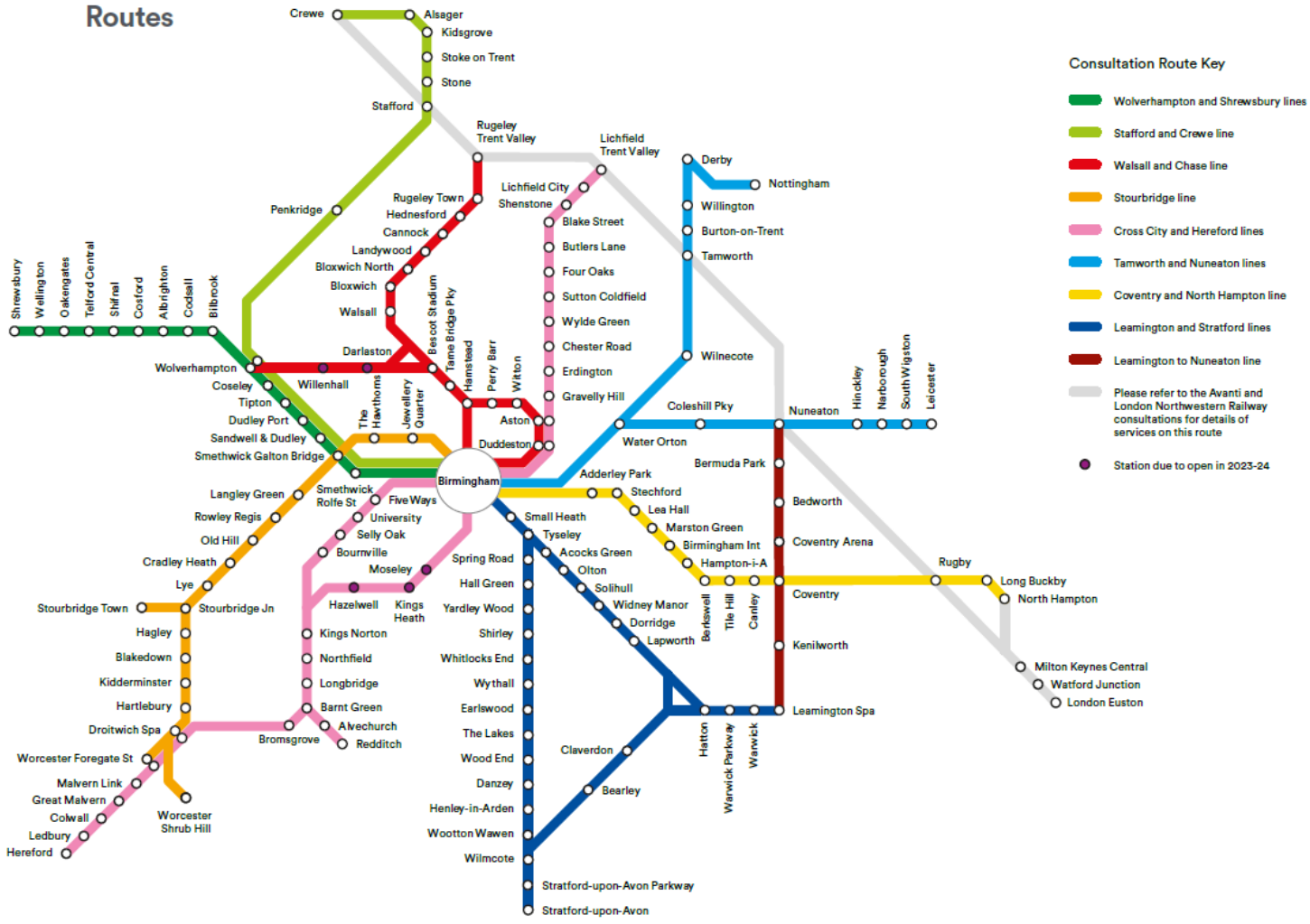
## What's good

- Simple easy to understand timetable, with services bouncing back between the same locations all day
- Removal of 20/40 gaps on east side
- More reliable operation with longer turnround times at Kidderminster, Dorridge and Stratford, and longer dwells at Birmingham Snow Hill
- More services visit Shrub Hill which aids traincrew diagramming



# Grand Railway Collaboration

## All-operator West Midlands Overview



### Routes

- Consultation Route Key**
- █ Wolverhampton and Shrewsbury lines
  - █ Stafford and Crewe line
  - █ Walsall and Chase line
  - █ Stourbridge line
  - █ Cross City and Hereford lines
  - █ Tamworth and Nuneaton lines
  - █ Coventry and North Hampton line
  - █ Leamington and Stratford lines
  - █ Leamington to Nuneaton line
  - Please refer to the Avanti and London Northwestern Railway consultations for details of services on this route
  - Station due to open in 2023-24

# Wolverhampton and Shrewsbury line

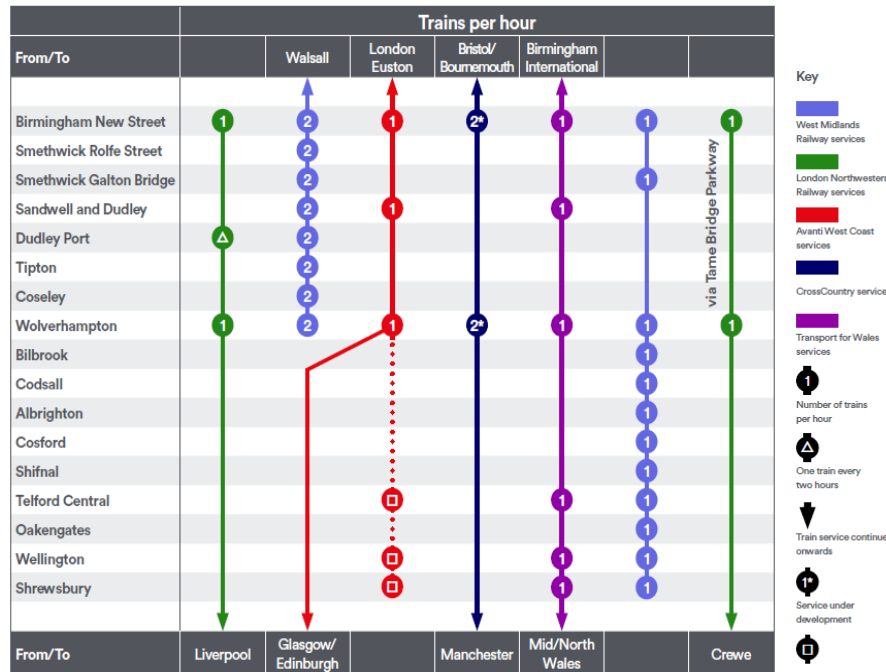
## 2019 Timetable

- The May 2019 timetable linked together London Northwestern Railway services across Birmingham New Street to provide new through trains.
- Service intervals were not regular at many stations.
- The Shrewsbury line timetable was enhanced in May 2019 to provide an off-peak 2 trains per hour West Midlands Railway service.
- A new Birmingham to Crewe via Stoke service was introduced.

## Proposed Timetable

- The timings and stopping pattern between Birmingham and Wolverhampton are changed for some services.
- The West Midlands Railway Shrewsbury service will run at 2 trains per hour at peak times, but hourly off-peak. Services will call at Smethwick Galton Bridge.
- The Birmingham to Liverpool service continues to operate an hourly service but with longer trains. There is a future option for the service to stop at Dudley Port to allow interchange with the new Metro line.
- The Birmingham to Liverpool service continues to operate an hourly service but with longer trains. There is a future option for the service to stop at Dudley Port to allow interchange with the new Metro line.

### Proposed Timetable



- The CrossCountry service frequency between Birmingham and Manchester is under development.
- Transport for Wales services (generally 4 cars off-peak/6 cars peak) will call at Sandwell and Dudley (not Smethwick Galton Bridge), giving improved spread of stops.
- No direct service to Birmingham International from Smethwick Galton Bridge.
- Daytime Avanti West Coast London – Shrewsbury direct service will not be re-introduced. Peak service will still be provided.

# Birmingham to Stafford and Crewe

## 2019 Timetable

- A new Birmingham to Crewe via Stoke-on-Trent service was introduced in May 2019.
- The timetable offered direct links across Birmingham New Street to Birmingham International and London Euston for Liverpool and Crewe services.

## Proposed Timetable

From/To	Trains per hour			
			London Euston	Bournemouth, Bristol
Birmingham New Street	1	1	1	2*
Sandwell and Dudley	1	1	1	2*
Wolverhampton	1	1	1	2*
Penkridge	1	1	1	2*
Stafford	1	1	1	2*
Stone	1	1	1	2*
Stoke-on-Trent	1	1	1	2*
Kidsgrove	1	1	1	2*
Alsager	1	1	1	2*
Crewe	1	1	1	2*
From/To	Liverpool		Glasgow/Edinburgh	Manchester

### Key

- West Midlands Railway services
- London Northwestern Railway services
- Avanti West Coast services
- CrossCountry services
- Number of trains per hour
- Train service continues onwards
- Service under development

## Proposed Timetable

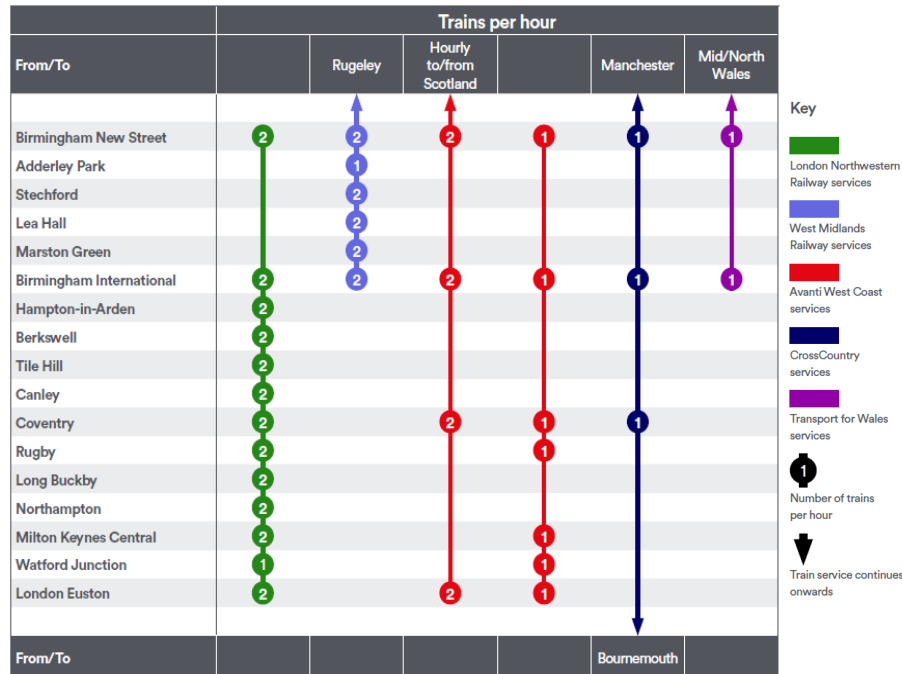
- The Birmingham to Liverpool service continues to operate as an hourly service but with longer trains. It will start/terminate at Birmingham New Street and will not be linked to Birmingham International or London Euston.
- The CrossCountry service frequency between Birmingham and Manchester is under development.
- The Avanti West Coast Euston – Birmingham – Scotland service will call additionally at Stafford.
- The Birmingham – Stoke – Crewe service is routed via Tame Bridge Parkway to allow for calls at the new Willenhall and Darlaston stations, and is designated as a West Midlands Railway service.
- Connection times at Stafford between the Crewe – Stoke – Birmingham service and the Crewe to London Euston London Northwestern Railway service are extended.

# Coventry line

## 2019 Timetable

- Avanti West Coast and London Northwestern Railway services operated on a 20-minute pattern.
- Each Avanti West Coast service called at one of Rugby, Milton Keynes or Watford. No Birmingham to Milton Keynes AM peak link was provided.
- Service intervals were irregular at many stations.
- The London Northwestern Railway services operated across Birmingham running through to Liverpool, Crewe and Rugeley.

## Proposed Timetable



## Proposed Timetable

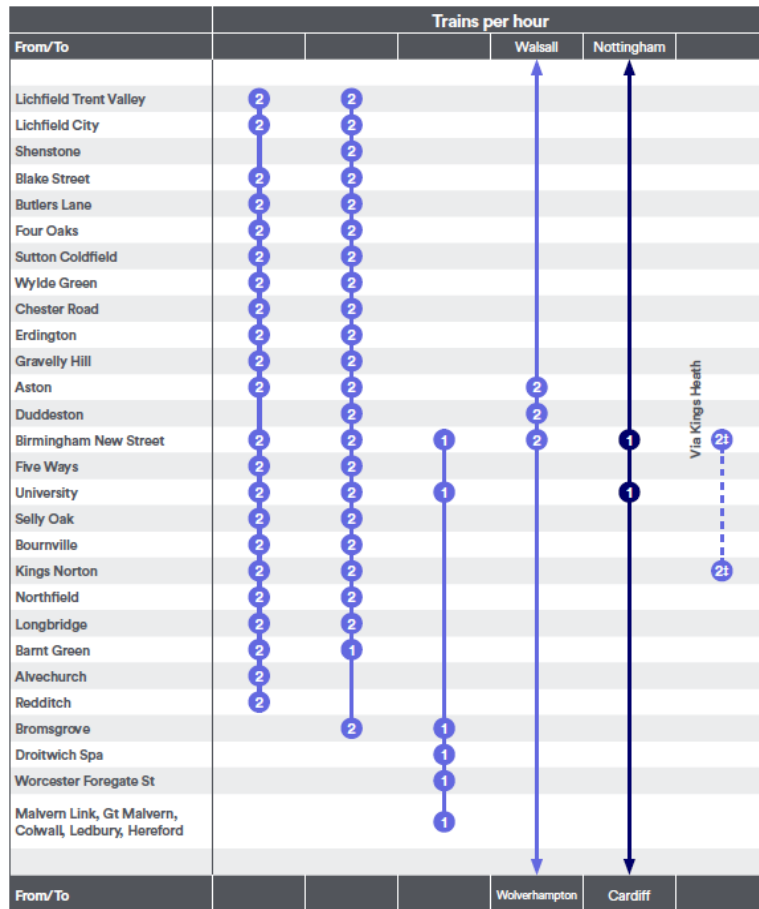
- A regular 30-minute pattern is provided on London Northwestern Railway and West Midlands Railway services wherever possible.
- A 30-minute frequency fast Avanti service will operate between Birmingham New Street, Birmingham International, Coventry and London Euston.
- A third hourly Avanti West Coast service between the West Midlands and London serving Rugby, Milton Keynes and Watford Junction will operate.
- The Birmingham – Northampton London Northwestern Railway services will be operated by 8-car trains to maintain capacity. Services will not be linked across Birmingham New Street to Liverpool and Crewe.
- One morning peak London Northwestern Birmingham - Northampton - London Euston service (due in Coventry around 0730) will be unable to stop at Hampton-in-Arden, Berkswell or Canley due to the operation of an additional Avanti West Coast service to London.
- The Birmingham International to Birmingham New Street West Midlands Railway local services will be linked through to Rugeley Trent Valley.

# Cross City (Lichfield to Redditch/Bromsgrove) and Hereford lines

## 2019 Timetable

- A 6 trains per hour service operated on the Cross City Line through central Birmingham with a mix of 3- and 6-car trains.
- An hourly Birmingham New Street to Hereford service operated, supplemented by extra trains at peak times..

### Proposed Timetable



**Key**

- West Midlands Railway services
- CrossCountry services
- Number of trains per hour
- Train service continues onwards
- New service due to be introduced late 2023
- New service due to be introduced late in 2023-24

## Proposed Timetable

- A 4 trains per hour service will operate on the Cross City line. All services will be 6-car trains.
- A revised timetable will be introduced in May 2022, changing the timing of some services, but retaining the current 2 trains per hour frequency at Lichfield.
- The service to Lichfield is reinstated to 4 trains per hour as new electric trains are introduced.
- The hourly Birmingham New Street to Hereford service continues to run, supplemented by additional peak trains between Worcester and Birmingham. Services on this route will be provided by new diesel trains from mid-2022.
- Facilitates introduction of the Camp Hill line in South Birmingham from winter 2023 for new stations in Moseley, Kings Heath and Stirchley.

# Walsall and Chase line

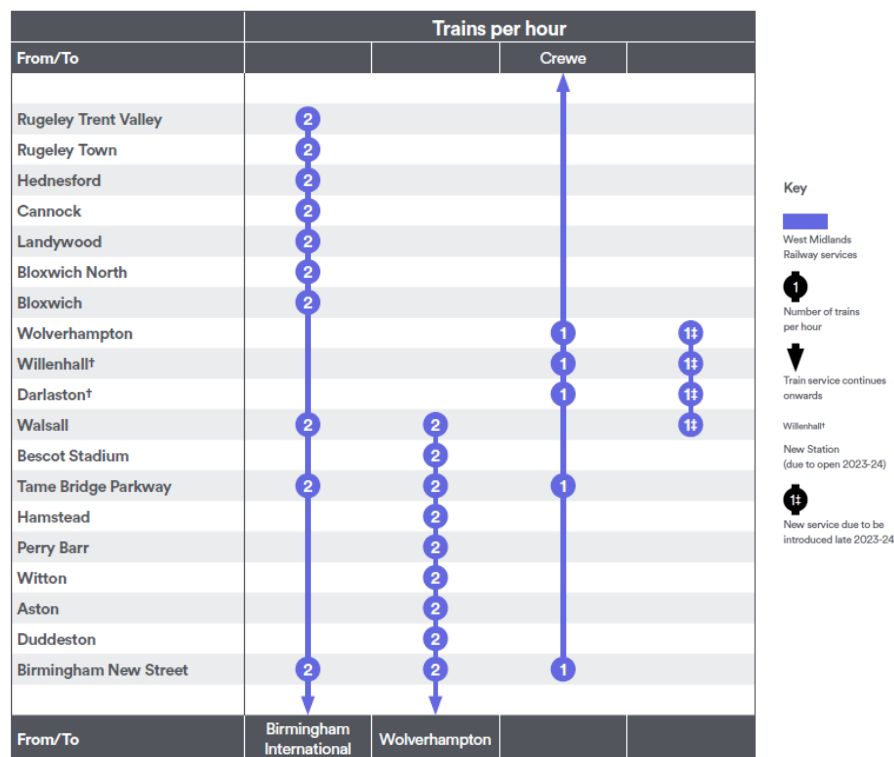
## 2019 Timetable

- A 2 trains per hour service operated between Rugeley and Birmingham New Street, with services extended to/from London Euston and Birmingham International.
- A 2 trains per hour local service operated between Walsall and Birmingham New Street, calling at all stations, linked through to Wolverhampton.

## Proposed Timetable

- A 2 trains per hour service will run between Rugeley and Birmingham New Street, with extensions through to Birmingham International.
- A two trains per hour service between Walsall and Birmingham New Street will run, linked through to Wolverhampton.
- The Birmingham to Crewe service routed to serve Tame Bridge Parkway from May 2022 (and new stations at Willenhall and Darlaston when open)
- An hourly Wolverhampton to Walsall service calling at Willenhall and Darlaston will also be introduced when these stations open (expected December 2023).

### Proposed Timetable



# Snow Hill Lines - Leamington and Stratford Lines

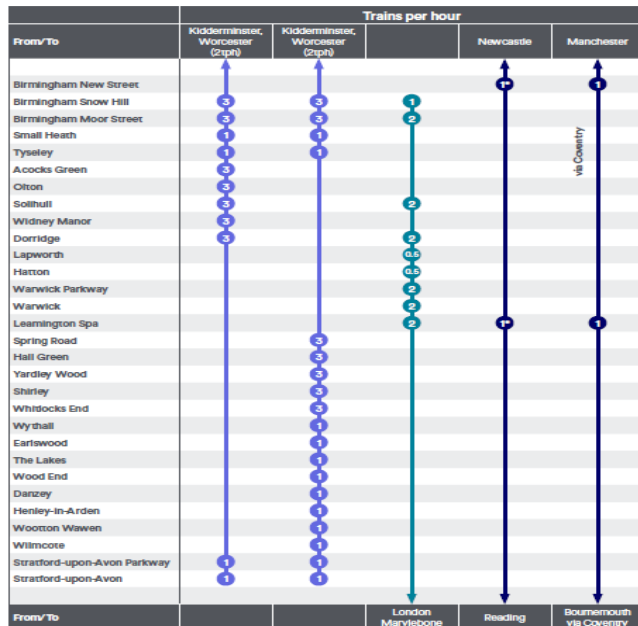
## 2019 Timetable

- West Midlands Railway ran 3 trains per hour to both Dorridge and Whitlocks End.
- Chiltern Railways operated 2 trains per hour between Birmingham and London Marylebone, and 1 train every 2 hours between Birmingham Moor Street and Leamington Spa.
- Peak timetables had significant differences to the off-peak, including the operation of extra services and Chiltern Railways running through to Stourbridge and Kidderminster.
- CrossCountry Trains provided 2 trains per hour between Birmingham New Street and Leamington Spa.

## Proposed Timetable

- During the pandemic a number of services were reduced, and currently (Autumn 2021) West Midlands Railway are running 2 trains per hour to both Dorridge and Whitlocks End.
- The proposed timetable would reinstate 3 trains per hour between Birmingham Snow Hill and Whitlocks End and Dorridge. Some services may be restored on an incremental basis in late 2022 as train crew resources allow.
- Chiltern Railways are proposing to restore a full 2 trains per hour service between Birmingham and London on weekdays. Service levels for weekends are currently under review.
- The 2-hourly Chiltern Railways service between Birmingham Moor Street and Leamington Spa is withdrawn, and additional calls will be made at Dorridge, Lapworth, Hatton and Warwick on their services to London.
- Fewer additional services will be provided during peak hours.
- Further timetable changes are under development for 2023 for the Snow Hill Lines.
- CrossCountry services between Birmingham New Street and Leamington Spa are under development.

Proposed Timetable



# Snow Hill Lines - Stourbridge line

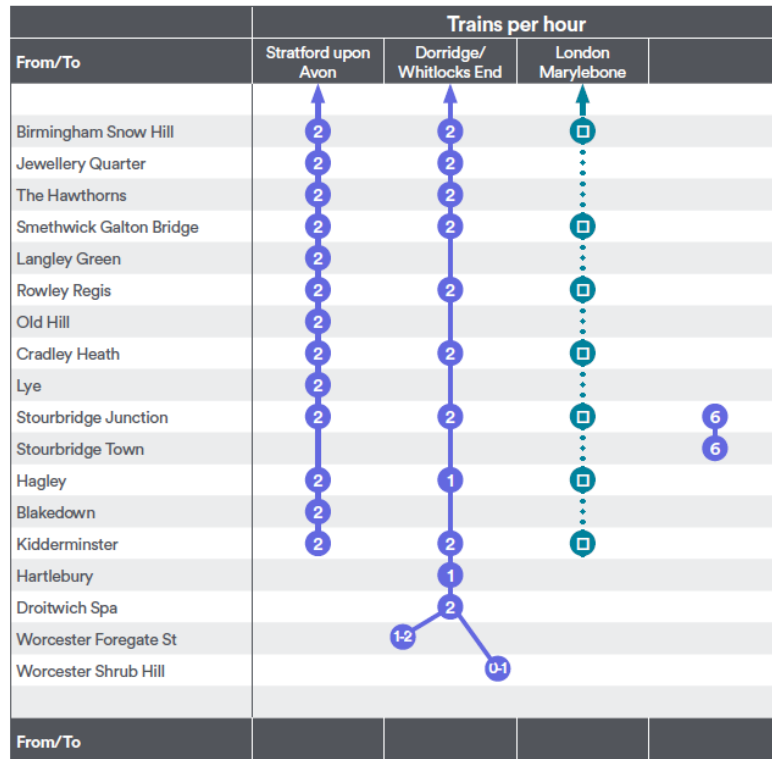
## 2019 Timetable

- West Midlands Railway ran 6 trains per hour on the Stourbridge Line linked through to Dorridge and Whitlocks End.
- 6 trains per hour ran to Stourbridge Junction, 4 to Kidderminster and 2 to Worcester.
- Peak timetables had significant differences to the off-peak, including the operation of extra services and Chiltern Railways running through to Stourbridge and Kidderminster.

## Proposed Timetable

- During the pandemic a number of services were reduced and currently (Autumn 2021), West Midlands Railway are running 4 trains per hour on the Stourbridge Line.
- A 4 trains per hour service would be retained on the Stourbridge Line during 2022/23.
- Further timetable changes are under development for 2023 for the Snow Hill Lines.

## Proposed Timetable



Key

- West Midlands Railway services
- Chiltern Railways services
- Number of trains per hour
- Train service continues onwards
- Limited service
- Limited service
- One to two trains per hour
- Zero to one train per hour



# Leamington to Nuneaton

## 2019 Timetable

- There was an hourly West Midlands Railway service from Leamington to Nuneaton via Coventry.
- Cross Country provided an hourly service between Coventry and Leamington.

## Proposed Timetable

From/To	Trains per hour	
		Manchester
Nuneaton	1	
Bermuda Park	1	
Bedworth	1	
Coventry Arena	1	
Coventry	1	
Kenilworth	1	
Leamington Spa	1	
From/To		

Key

- West Midlands Railway services
- CrossCountry services
- Number of trains per hour
- Train service continues onwards

## Proposed Timetable

- Current (Autumn 2021) reduced service to be reinstated to hourly when West Midlands Railway train crew resources allow.
- In the new timetable, the hourly Leamington to Nuneaton service will operate with revised timings to improve performance and fit around service changes on the main line at Coventry. The overall pattern of services between Leamington Spa and Coventry will also be improved.

# Tamworth and Nuneaton lines

## 2019 Timetable

- All services operated by CrossCountry.
- 2 trains per hour provided between Birmingham New St and Leicester with hourly extensions to/from Stansted Airport.
- 2 trains per hour provided between Birmingham New St and Nottingham with hourly extensions to/from Cardiff.
- 2 services between Birmingham and Derby each hour provided by Bristol-Edinburgh and Reading-Newcastle trains.

## Proposed Timetable

- 2 trains per hour provided between Birmingham New St and Leicester with hourly extensions to/from Stansted Airport.
- 2 trains per hour provided between Birmingham New St and Nottingham with hourly extensions to/from Cardiff.
- Service between Birmingham and Derby is under development.

## Proposed Timetable

